INTERESTING FROM WASHINGTON.

THE BLACK WARRIOR AFFAIR.

PROCEEDINGS OF CONGRESS.

Bills for the Construction of a Railroad and Telegraph to the Pacific.

natorial Debate on a Petition Relative to the Niagara Falls Canal.

The Latest from Washington.
THE ADMINISTRATION AND THE BLACK WARRIOR AP-

We have reliable information that the statement made the New York Bearing Post, that Greened. Bronson is posed to the Nebraska bill, is utterly unfounded. The ter referred to by the Post is either a fraud, or was

Swam presented the petition of certain tobac-ds of New York, praying that a duty of forty per man be imposed on imported segars.

tien granting land to Michigan for railroads.

***IMD Warrin FOR THE STAGARS SHIP CARAL—STRINGD DEHir. Pine presented memorials praying for a grant of
hand to alt the State of New York in constructing a ship
small around the Falls of Niagars, and moved that they
to referred to the Committee on Commerce.

**In: Thesary (dem.) of Mich, inquired if these memorails asked a grant of land like those reported upon adsensity by the Committee on Commerce. It does not
seem to see that that committee on Commerce. It does not
seem to see that that committee an anything to do with
this question of granting public lands.

**Mr. Pines—The position asks for a grant to add in the
construction of a work of internal improvement. The
Committee on Commerce has invariably had subjects of
that diameter referred to them. Waches the grant is
sated for in the shape of put to the properties commitee to which the memorials should be referred.

**Mr. Pines—I do not know, sir, whether it may be important to settle this question now, but it seems to me
there is some importance in referring to the appropriate
committees the subjects which belong to them. Now,

**Mr. J. Cannal to comerce petitions which ask for a grant
of public lands to acid in the construction of a ship can
arrond the Falls of Niagara or any other and propriate
committees on Commerce petitions which were seen importance in referring to the appropriate
committees the subjects which belong to them. Now,

**Mr. J. Cannal to concern on Commerce, if the appropriate
committees on Commerce petitions which were seen to the Committee on Public Lands the

**dip hill lands to said in the construction of a ship can
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The SPEAKER hid before the House a communication from the Secretary of the Navy, in reply to Mr. Walker's resolution, asking whether the steamships employed in the ocean mail service are of proper construction to be converted into vessels of war in the event of their use for that purpose being required, and if so, how many are of this description. The Secretary, in his reply, says he has carefully examined the numerous reports on file in the department in addition to those recently received, and whilst those reports and public results demonstrate conclusively the admirable adaptation of the steamers to the performance of the service in which they are now

and whilst those reports and public results demonstrate conclusively the admirable adaptation of the steamers to the performance of the service in which they are now engaged, he cannot resist the conviction that the general principles of construction on which they are built, are such that it is impracticable to convert them into vessels of war to be relied on for efficient service as regular men of war. They, however, in the event of war, could be made very useful and serviceable as transports for men and troops, and are susceptible of being strengthened and rendered capable of bearing small armaments, such as would enable them to annoy the enemy's commerce and do good service as privateersmen. FERSONAL EXPLANATIONS RELATIVE TO THE PLANE-UP ON TRIBOY.

Mr. HUNT, (dom.) of La, by unanimous consent, made a personal explanation, and said that the report in the Giele of Fridoy's proceedings was erroneous and unjust to him, though he believed not intentionally so. It would be recollected that the gentleman from Indiana (Mr. Laue) charged the gentleman from Maryland represents a district where five negroes were equal to three white men in the way of a constituency, also that Mr. Sollers represented "curly heads"—but he thunked his God that he had not such constituents. The gentleman spoke these words with bitterness and acorn. Excited and pained, in common with other gentleman from the South, he (Mr. Hunt,) claimed the right to reply. The gestleman is reported as having said that he haughed a remark of his (Hunts) to ecorn. Mow, he wished to know whether the gentleman from Indiana meant to apply his language of scorn and defauce personally to him.

chould take up the matter and dispose of it in some way. The rules were suspended.

Mr. McMuler, (dem.) of Va., regretted that this subject was spring on the House at this particular time. He did not object to that part of the resolution which proposed to present gold medals to the captains of the ships who came to the relief of the San Francisco sufferers, but he was opposed to the distribution of one hundred thousand dollars among the officers and crews, who have already been rewarded by private munificence.

Mr. CHANDIER replied, showing that this matter was not sprung in the House. It had been pending since the 12th of January last. He defended the proposed distribution of money through the President, as the most suitable agent for that purpose.

Mr. Wentworm, (dem.) of Ill., moved to suspend the rule which requires bills making appropriations to first be considered in committee, but the motion was voted down.

On motion of Mr. Chandler the resolution was again sent to the Committee of the Whole on the State of the Union.

MALERGAD AND TRIBURAPH TO THE PACETC.

On motion of Mr. CRARDLER the resolution was again sent to the Committee of the Whole on the State of the Union.

RAILROAD AND TRIEDRAPH TO THE PACETO.

Mr. McDougaz, (dem.) of Cal., from the select committee on the subject, reported a bill establishing a railroad and telegraph from the Atlantic States to the Pacific Ocean, and for other purposes.

The House refused, by yeas 116 to mays 60, (not two-thirds,) to make the special order for the second Tuesday of May, and referred it to the Committee of the Whole on the State of the Union.

The bill provides that, for the purpose of securing the construction of the railroad and telegraph from the Mississippi river to a point not north of the thirty-seventh parallel of north latitude to San Francisco, there shall be granted a quantity of land, in alternate sections, to the width of fitteen miles on each side of the road, from the terminus on the Mississippi river to the one hundred and sixth degree of longitude west from Greenwich, and thence westerly to the eastern line of California alternate, sections to the width of twenty-five miles each side of the road, and from thence through California to the western terminus, of alternate sections to the width of twenty-five miles each side of face miles on each side of said road. Advertisements to be published inviting sealed proposals for the road, proposing a cession of lands appropriated, and also of a sum not exceeding six hundred dollars per mile per annum to the contracting parties for the use of nuck road and telegraph line by the United States for postal, military, naval, and all other government purposes.

BIRAM FOWERS, THE SCULITOR.

On motion of Mr. Harrison, (whig) of Ohio, it was Resolved, That the Committee on the Library be in structed to inquire into the propriety of puschalang from three flowers, the frest American centure and history, appropriate to aden the Capital of the United States.

HE CUTRAGE PRON THE HALCK WARMON.

Mr. PHENINS, (dem.) of La., asked leave to offer the following resolution—

printe to adora the Capital of the United States.

ME CURRAGE FFON THE BLACK WARMOR.

Mr. PERKINS, (dem.) of La., asked leave to offer the following resolution:—

Resolved, That the Committee on Foreign Affairs be instructed to inquire into an apport such action as may be necessary and proper for End report contact to enable the Frestdant of the United States to redress the outrages resently committed on the fing of the United States, and upon the persons and property of its clistens, by the Spanish coverations and property of its clistens, by the Spanish coveration of the Committee on Foreign Affairs had been consulted on that action of Spanish authorities.

Mr. BAYIX, (dem.) of Va., said his friend from Louisiana had offered a resolution of inquiry solely. The Committee on Foreign Affairs had been consulted on that point, and he could see no objection to it.

Mr. BREKERRINGE, (dem.) of Ky., said his only motive in objecting to the resolution, was that the gentleman from Alaboms (Mr. Phillips) had made a call on the President for information, and the answer would probably come in a day or two. This resolution assumed, in advance of official data, that there have been outrages. Therefore, it would be better to await the response from the executive.

Several objections were made.

Mr. PERRIES moved a suspension of the rules. Disagned to by syst 46, nose not counted.

The House went into committee on the

NEW DEFICIENCY APPROPRIATION MIL.

Mr. WENTWORTH, (dem.) of III, spoke about the neglect of Western interests, but declared his willingness to vote for all works of improvement which all the departments want completed.

Mr. PALLY said in this bill was an appropriation of every man's gold from that city to Philadelphia and back. It had turned out just as he predicted. An effort is made to have a mint in New York. The inferest on that amount would pay for the transportation of every man's gold from that city to Philadelphia and back. It had turned out just as he predicted. An effort is made to have a mint in New Y

ARRIVAL OF THE ISABER AT CHARLESTON

here for resuming navigation.

CINCINNATI, March 11, 1854.

The river is within about ten feet of the rise of 1847, but is now nearly stationary.

CINCINNATI, March 13, 1854.

The river is now slowly receding. No great damage has been done beyond carrying away some bridges on tributary streams.

Marine Disnster.

LOSS OF THE SCHOONER CASSIUS.

LOSS OF THE SCHOONER CASSIUS.
NORTOLK, March 11, 1854.
The schooner Cassius, of Providence, sunk when sixty miles out at sea. All hands were saved.

The Southern Steamers.
THE ALABAMA AT SAVANNAIL.
SAVANNAII, March 12, 1854.
The steamship Alabama, from New York, arrived he

THE SOUTHERNER AT CHARLESTON.
THE SOUTHERNER AT CHARLESTON.
The steamship Southerner, Capt. Thomas Ewan, fro
New York, arrived here to day.

Markets.

New Ourses, March 12, 1854.

The sales of cotton on Saturday were 8,000 bales, at an advance of 50. Middling is quoted at 950. a 950. The atole on hand is now 260,000 bales. The advices by the Alpa and Atlantic only came to hand this morning, by mail via Charleston.

mail via Charleston.

Gincinnati, March 11, 1854.

Flour is firm, at \$6 20 a \$6 25. Provisions are dull.

Mess park sells at \$12 50; bulk sides, 5½c; shoulders,
4½c; lard, 8½c. a 8½c. Money is scarce. Exchange
on New York quoted at 1 premium.

Cincinnati, March 13, 1854.

Cur money market is stringent, rates ranging from 12
a 18 per cent. Eastern exchange is very scarce at 1 per
cent premium. Produce markets are dull.

Cur money market is stringent, rates ranging from 12 a 18 per cent. Eastern exchange is very scarce at 1 per cent premium. Produce markets are dull.

Chy Intelligence.

The improvements in the Markorous.—Perhaps the improvements and new decorations made in our city during the jast year lane surpassed those of any year before.

The extensive additions to the St. Nicholas Hotel have tren completed. That hotel now has a front of three tren completed. That hotel now has a front of three tren completed. That hotel now has a front of three tren completed. That hotel now has a front of three tren completed. That hotel now has a front of three tren completed. That hotel now has a front of three tren completed. That hotel now has a front of three tren completed is the louding one hundred credit and fifty suites for families. The aggregate length of the holls and corridors in this vast establishment is said to be two miles I and two thousand gas burners are required to light the various departments. The whole turner of servants employed is two hundred and seventy-five, a larger number we believe than is employed in any other ho d in the city, if not in the world.

It is runored that Mr. Lairage intends to rebuild the Metropolitar Hell and the new front on Broadway, destroyed by the five in January last.

The Horpers have also decided to rise from their ashes on their old site, and to creet a set of buildings equal, if not superior, to those burned last winter. We understand "the details of the plan have not been decided on, though the present intention is to creet three large buildings, separated from each other by a wide space, and made as nearly fire-proof as is practicable. The buildings may be of iron, or of brick and granne, and by the time they are sufficiently advanced thirty or thirty-five Adems power-presses will be ready to go in."

By no means the least important improvement of the buildings may be of iron, or of brick and granne, and by the time they are sufficiently advanced thirty or thirty-five Adems power

AT VIRGIN BAY, ON LAKE NICARAGUA.

Twenty-Four Returned Catifornians Drowned.

NAMES OF THE VICTIMS,

The steam hip Star of the West, Captain K L. Sinkle-paugh, eight days from San Juns, with 410 passengers, and 2013,611 is gold on fieight, arrived about midalght.

Among the passengers by the Star of the West is F. A. Beelan, Esq., United States Secretary of Legation in Central America. Mr. B. left the capital of Nicaragas on J. H. Gibon, of San-Francisco, are alto passengers.

The steamship George Law salids from Aspinwall on the 5th, for New York, with 200 passengers, and about a

million in treasure.

the Nicaragua Transit Company. We have received topics of the resolutions passed at an indignation meet-ing held on board the Star of the West, together with

We are under obligations to Dr. J. H. Sihon for the fol-owing account of the calamity:—

STRANSHIP STAR OF THE WRST, }

NEW YORK BAY, March 13, 1854.

The steamship Brother Jonathan left San Francisco at six o'clock on the morning of Feb. 16, and, after an exbeen blowing for several days. The greater portion of the day was consequently consumed in landing the passengers and freight. There were nearly six hundred passengers on board, about four hundred of whom were in the steerage, composed principally of the roughest portion of the population of Chiffornia. The process of landing, always necessarily slow, was greatly retarded by the obstinacy and "dog in the manger" disposition of these people. As soon as the ship reached her moorings, they took possession of the gangway leading to the boats, from which the officers were unable to remove them. Imagining that some peculiar advantage, in the choice of mules especially, was to be derived from being first on shore, they had determined to avail themselves of that advantage. It is the custom of the Steamship Company to land their passengers free of charge, in their own boats; but the inhabitants also bring extra boats alongside to facilitate the landing, in which they charge passengers would not employ, neither would they suffer others who were thus disposed to do so, but rather insulted and abused them for making the attempt. Many of the passengers, therefore, in the cabin had not landed from the ship when most of those in the steerage reached Virgin Bey, the transit across the country occurrence of the steerage reached Virgin Bey, the transit across the country occurrence and the steerage reached Virgin Bey, the transit across the country occurrence and the steerage reached Virgin Bey, the transit across the country occurrence and the steerage reached Virgin Bey, the transit across the country occurrence and the steerage reached Virgin Bey, the transit across the country occurrence and the steerage reached Virgin Bey, the transit across the country occurrence and the steerage reached Virgin Bey, the transit across the country occurrence and the steerage reached Virgin Bey. reached Virgin Bey, the transit across the country occu-pying about two hours. Here two steamers—the Central America and Ometepe—were waiting. It was immediately announced that the former would sail early in the evening, and that the latter would be detained until the cabin

America and Ometepe—were waiting. It was immediately announced that the former would sail early in the evening, and that the latter would be detained until the cabin passengers with their baggage, the specie and express matter, should arrive. Another difficulty at once arose. The aterrage passengers became impressed with the idea that they were about to be imposed upon—that the cabin passengers were to fare better than themselves—in a word, that something was to be gained by waiting for the Ometege; and hence neither threats or entreaties could induce them to embark in the Central America, the largest and best boat of the two. The agents of the company endeavored by all possible means to induce them to go on brand, but all their efforts were unavailing. The steamer sailed with two hundred passengers, leaving four hundred with the specie, freights and baggage for the Ometege. The consequence of this felly and perversity it will be seen, proved most Lamentably disastrous. Soon after the sailing of the Central America the wind, which had been blowing fresh all day, increased un'ill it swept a perfect tempest acreas the lake, and the Ometege was forced to have returned acreas the lake, and the Ometege was forced to have returned acreas the lake, and the Ometege was forced to have returned acreas the lake. This was effected by religing during the night.

Ectore noralle next day she again made her appearance and ruchered arms three or four hundred yards from the jier. The sea was exceedingly rough, and the surf rolled in urret the back with transclous fury. The steamer had lost her boot, and some time elapsed before it was recovered, after which much difficulty was experienced in getting a line to the shore. This accomplished, the process of embertation commenced. This was effected by means of a large air-chembered iron launch, capable of containing comfortably fifty or sixty persons. Three leads, with great care, were successfully landed on board the steamer; but on landing the fourth time, the main had been appeare

of persons lost at Virgin Bay Mrs. C. Sylvestre, English, going to Manchester to daughter; had on person \$5,000. Found. C. Sylvestre, husband of lady. Not found, presumed to have on person \$4,000. Daniel McLaud, aged about thirty years. Belonged to

to have on person \$4,000.

Daniel McLaud, agod about thirty years. Belonge 1 to Dover, Me.

David Churchill, Sycamore, De Kalb county, Ill.; had on person \$299 25; aged about fifty years.

Chas. Lyons, Brooklyn, N. Y.

Geo. Seaver, Unity, Me., aged about thirty-five years.

Francis Harris, Hazel Green, Wis.; had on person 119½ ounces gold, also \$234 40 in coin; aged about thirty sears.

Edward Thomas, boy, Dodsville, Wis.; had \$45 20.

John Knight, Dodsville. Not found; was presumed to have a large amount of money on person.

Jacob Lewis, New York.

Mearcey Moore, native of Central America. Drowned in attempting to save others.

James Potter.

William Linn.

D. W. Laud.

T. Smoot, Petroit, Mich.
Old man, Battle Creek, Mich, perhaps aged sixty years, small stature, in feeble health, crossed the plains to Gal., was a wheelright by trade.

Robert Hutchingson. Newada, Cal.

Isane Edge, White Oak Springs, Wis.; had on person 110 cunces gold dust, valuables, and \$120 in coin.

David Lewis, mulatto man, 27 years old, Philadelphia, Pa. His friends suppose him to have been robbed, as he ficated ashore.

H. W. Studley, Branch Co., Mich., aged 41 years Eddy not found. Had when lost \$900, or over, in coin.

William H. Gardner.

C. Vine.

Frederick O'Larey.

NAMES OF THE SAVED.

NAMES OF THE SAVED. Enclosed is a list of the names of the pers were saved:-

James Fisher and wife,
Timothy Donohoe, wife and
child,
Mrs. Herrin,
I.yman Studley,
Alvin Turner,
John D Huntington,
W. S. Frier,
W. Ferris,
Geo. Erury,
Wilcon Beardsley,
P. Josephs,
Wm. Walton,
T. Staulding,
J. V. Hagar,
Geo. Marsh,
W. W. Mckinins,
W. Miller,
P. Hestis,
Bill colored boy,
F. Schermder,
A. Farris,
J. Heckenday,
F. H. Bell,
J. McChristie,
J. McChristie,
G. E. Dyre,
G. Saunders,
U. M. Singer,
B. Fogerty,
A. Farris,
G. E. Dyre,
G. Saunders,
G.

Williamsburg City News.

Common Council.—A meeting of the Board of Alderman was held at the City Hall last evening, the President, Alderman Baker, in the chair. A communication was received from His Honor Mayor Wall, returning without his approval, the resolution passed by the Board, granting to X. Y. Brown, the privilege of laying down gas pipes and mains in the various streets of the city.

A resolution was adopted providing for the appointment of an inspector of Meats and Markets.

The Committee on Stages submitted a report in favor of changing the route of the Newtown stages, from Fifth and North Second streets, to Ewen and North Second streets, to Ewen and North Second streets, in order to accommodate residents on Grand street, in order to accommodate residents on Grand street, in order to accommodate residents on Grand street, and the control of the Newtown stages, from Fifth and Williamsh, were adopted:

The fellowing preemble and resolution offered by Alderman Willmarth, were adopted:

Whereas, An act has passed the House of Assembly authority South Sixth and South Seventh streets, without the concent of the Common Council, and contrary to the provisions of the city charler, therefore

Recolved, That a committee of three be appointed from this Beard, with authority to adopt such measures as may be necessary to prevent the passage by the Legislature of mid act, to far as the same relates to the laying a railroad track through said streets.

Court Calendar—This Day.

United States Deviace Court.—Nos. 50, 6 to 14.

Supreme Court.—Nos. 50, 6 to 14.

204 to 273.

Supreme Court.—Special form.—Part Second—Nos. 72,

13, 14, 51, 98, 91, 92, 92, 23, 545, 64.

Supremo Court.—(Two Branches.)—Nos. 568, 571, 575,

578, 565, 569, 581, 564, 568, 569, 561, 693, 568, 564, 568,

568, 569, 569, 128, 369, 511, 576, 583, 552, 48, 367, 576,

76, 356, 357, 6, 549, 407, 156, 519, 156.